

April 4.

## DAILY TIMES FISH BUREAU.

### Today's Arrivals and Receipts.

Sch. Mildred Robinson, via Boston, 50,000 lbs. fresh fish.

### Todays Fish Market.

Bank halibut, 10 cts. per lb. for white and 8 cts. for gray.

Newfoundland frozen herring, for bait, \$2 to \$3 per hundred weight.

Splitting prices, large fresh cod, \$2 per cwt.; medium do., \$1.50; haddock, \$1.00; hake, 90 cts; cusk, \$1.50; pollock, 75 cts.

### Boston.

No arrivals.

### Fishing Fleet Movements.

Sch. Regina is at this port from Boston for a new bowsprit.

Sch. Thomas A. Cromwell is at this port from Boston to fit seining under command of Capt. Herbert Thompson.

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## MONSTER LOBSTER.

### Sch. Lucania Brought In Largest Ever Seen at T Wharf.

### Craft Forced Ashore in Harbor by Barges, but Not Hurt.

On the deck of sch. Lucania, of this port, when she came into T wharf yesterday morning from Georges, was the biggest lobster that the habitues of the fish pier had ever seen. It was lazily moving its great claws around, but it could not get away, for it was tied by a stout cord to the mainmast.

The lobster, which is thought to be 25 years old, was drawn up on the trawls by two of the crew while fishing on Georges. When it was lifted into the boat it made a vicious snap at the hand of one of the men, but did no injury. The lobster was pushed into the forward part of the dory and all the way to the schooner it was making frantic efforts to get over the side.

From the tip of its tail to the end of its claw it measured exactly 36 inches and weighed 19 pounds. It was caught in 30 fathoms of water. It will be disposed of today.

When the schooner was entering port late Saturday night she ran aground in the mud below Castle island, where she remained stuck for nearly five hours, when the rising tide released her and she floated off uninjured. The accident was caused by trying to avoid collision with an outward bound tow of barges which was directly in the track of the fishing schooner.

Capt. Welch reports terrific weather the past week.

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### STRANGE BIRD

### Brought In at T Wharf by Sch. Louise C. Cabral.

T Wharf would have welcomed the visit of an expert ornithologist a few days ago in order that it might have learned what species of bird was brought there yesterday morning by Capt. Gaspee of sch. Louise C. Cabral. It evidently is a land bird, presumably from the south, and of the crane family, for it has long legs and neck. It has a plumed head and its feet are not webbed. The stranger alighted on the schooner last Sunday, when the Cabral was 8 miles off Chatham. As it perched upon one of the rails, Capt. Gaspee tiptoed forward in an endeavor to capture the winged visitor, but as he was about to seize it the bird flew off and lighted on one of the trailing dories. Later it flew back to the schooner, and this time the captain managed to secure it. Tempting fare was put before the bird, but it would eat nothing, and after keeping it over Monday and Tuesday, Capt. Gaspee decided that the only way to save its life would be to release it. He tossed it into the air, and it fell into the water, but managed to fly back to the schooner, and Capt. Gaspee brought it to port.

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## SALT BANKERS IN TROUBLE.

### Three Skippers Summoned To Appear in Court Today

### AT PORT AU BASQUE, N. F.

### Newfoundland Officials Disregard the Hague Agreement.

Word was received here yesterday from Port au Basques, N. F., that the captains of three American salt bankers had been summoned into court for the violation of one of the local Newfoundland fishing regulations. The spot where the incident happened is on the Treaty coast.

The dispatch was from Capt. Leroy Spinney of sch. Athlete of this port and said that he with Capt. Charles Rudolph of sch. Harry A. Nickerson and Capt. Clayton Morrissey of sch. Arethusa had been obligated to appear in court today to answer to the charge of trawling within the three mile limit. Capt. Spinney asked for advice, whether to pay fine, go to jail or allow seizure of the vessel, the two latter alternatives of course being incident to their non-appearance at court or refusal to pay fines.

The news came as a complete surprise to the fishing interest here, as there was no thought of further trouble with Newfoundland, on account of the agreement made last fall between Great Britain and her Island Colony and this country, to let all treaty coast matters in dispute go along without dispute, the same being all referred to the Hague tribunal for settlement, at its sitting this coming summer, which same truce served to tide over the herring situation last fall and winter.

There appears to be no controversy over the fact that the vessels were within the three mile limit in their fishing operations, as this is plainly within their rights in the treaty provisions, but the point at issue is clearly this; that American vessels are "trawling," that is fishing with trawls, when this mode of fishing is forbidden by the Newfoundland local fishing regulations.

The contention, from the United States point of view, speaking broadly, is that the United States treaty rights cannot be restricted or abrogated by these local laws, which are constantly changing, yearly and even oftener, to head off any fishing operations of the American fleet on the treaty coast, many of these laws purposely and evidently being framed with that end in view.

On the receipt of the news here yesterday, the telegram coming to Mr. Benjamin A. Smith of the Gorton-Pew Fisheries Co., Congressman Gardner was communicated with and although it was Sunday, the state department immediately took up the matter and is now at work upon the same.

In the mean time, as the court, which sits at Port au Basques, takes up the cases this forenoon, the captains have been advised to pay the fine imposed under protest.

The offence with which the three vessels are charged is evidently section 62 of the Newfoundland local fishing regulations, which forbids the use of trawl, or "bull toll" in fishing between Cape LaHune and Cape Ray, the term, "bull toll" being the Newfoundland equivalent or synonym for the American term "trawl."

As an instance of how frequently and for what purpose these local regulations are changed, it is only necessary to cite two prominent instances. Our bankers have been trawling yearly on the coast of Newfoundland Labrador, which comes in the so-called Treaty coast, and have also been considering the use of traps, which latter is the Newfoundland mode of fishing there.

There was nothing in the 1906 regulations to prevent this, but according to the 1907 Newfoundland local fishing regulations the date of the setting of cod traps on this Newfoundland Labrador coast has been changed from a comparatively early date to well in to August, and another new regulation made which practically prevents trawling on this whole long coast of Newfoundland Labrador; this being done by means of drawing a line from the vicinity of White Island, on the northern end of Newfoundland, to the dividing line between Newfoundland and Canadian Labrador, and saying that trawling is prohibited on the Labrador coast inside of this line. This of course is done in an attempt to shut American trawlers off the Newfoundland Labrador coast.

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The state department is in full possession of the facts in the whole matter, and is giving it very close attention. As a general thing, local vessel owners on receipt of knowledge of Newfoundland interference, say little or nothing and make no comment, beyond saying that the matter is in the hands of the authorities at Washington and that they feel they are acting within their treaty rights.

This latest case, coming so unexpectedly and when it was supposed that the decision of leaving the whole matter to the Hague Tribunal, has awakened considerable feeling and the matter is being very freely discussed.

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## TWO MORE FARES.

### Schs. Annie Greenlaw and Metamora at New York Today.

### Report That Very Few Schools Have Been Seen as Yet.

A special to the Times this morning reports the arrival at Fulton market, New York, of sch. Metamora, Capt. M. D. McKown, with 5000 fresh medium mackerel.

Another despatch to the Times from Fulton Market announces the arrival there of sch. Annie Greenlaw, Capt. George G. Hamor, with 4000 fresh medium mackerel.

Capt. McKown of the Metamora reports getting his fish well to the southward, about where the first schools were taken, and that very few schools have been seen thus far.

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### Boston.

Sch. Massasoit, 500 haddock, 6000 cod.

Sch. Nokomis, 1600 haddock, 8500 cod.

Sch. Bessie and Mary, 1600 cod.

Sch. Muriel, 40,000 haddock, 30,000 cod.

Sch. Richard, 30,000 haddock, 30,000 cod.

Sch. Geo. H. Lube, 5000 haddock, 2000 cod.

Sch. Lucania, 85,000 haddock, 30,000 cod.

Sch. Flora J. Sears, 3000 haddock, 2000 cod.

Sch. Mildred V. Nunan, 5000 haddock, 2000 cod.

Sch. Mary B. Greer, 3500 haddock, 500 cod, 9000 hake, 1000 cusk.

Sch. Dictator, 12,000 haddock, 20,000 cod, 4000 cusk.

Sch. Seacomet, 4000 haddock, 1500 cod.

Sch. Mooween, 25,000 halibut.

Sch. Gov. Russell, 20,000 haddock, 35,000 cod.

Sch. Mary C. Santos, 22,000 haddock, 15,000 cod.

Sch. Eddie Brown, 300 cod.

Sch. Olive F. Hutchins, 6000 haddock, 1000 cod.

Sch. Galatea, 7000 haddock, 500 cod 2000 hake.

Sch. Mettacommet, 5000 haddock, 700 cod.

Sch. Mertis H. Perry, 4000 haddock, 500 cod.

Sch. Teresa and Alice, 8000 haddock, 500 cod.

Haddock, \$1.50 to \$4.50 per cwt.; large cod, \$3 to \$5; market cod, \$3 to \$4; hake, \$3 to \$5; cusk, \$3.

### Fishing Fleet Movements.

Sch. Annie M. Parker arrived at Liverpool, N. S., on Friday.

April 7.

### Halibut At Boston.

Sch. Mooween, Capt. Daniel McDonald, was at T wharf, Boston, yesterday, with 25,000 pounds of halibut, having been out but a short time. The fare sold at 10 and 8 cents per pound.